DEVILLES.

SARRICK THEATRE—8:20—Never Again.

BRAND OPERA HOUSE—8—An Enemy to the King.

BRAND OPERA HOUSE—8:15—My Friend from India.

BERALD SQUARE THEATRE—8:15—The Girl from HERALD SQUARE THEATRE—S. Man from Mexico, HOVT'S THEATRE—S. Mc—The Man from Mexico, KNICKERBOCKER THEATRE—S.—The Screnade, KOSTER & BIAL'S—S—Gayest Manhattan. LYCEUM THEATRE—S. Mc—The Mysterious Mr. Bugle. MADISON SQUARE GARDEN—2—S. 12—Wild West. OLYMPIA MUSIC HALL—S. 15—Vaddeville. PASTOR S—12:30 to 11 p. m.—Vaudeville. ST. NICHOLAS MUSIC HALL—S. Vaudeville. 14TH STREET THEATRE—S—Mayourneen.

Inder to Advertisements. Lost and Pound.....
Marriages & Deaths...
Miscellaneous
Ocean Steamers.... cycles oard and Rooms. 6 Steamboats
4 Storage
8-4 Summer Resorts
2 Summer Resort Guides
4 Teachers
2 The Turf
4 Work Wanted Financial For Sale Help Wanted.

Business Notices.

UBSCRIPTION RATES OF THE TRIBUNI DAILY, \$10 a year; \$1 a month. Without Sunday, \$8 a year; 10 cents a morth. Sunday Tribune, \$2. Weekly, \$1. Semi-Weekly, with Twinkles, \$2. Twinkles, \$2. POSTAGE.—Extra postage to foreign countries, and in New-York City, must be paid by subscriber.

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New-York Daily Tribune.

FOUNDED BY HORACE GREELEY.

MONDAY, MAY 10, 1897.

THE NEWS THIS MORNING.

FOREIGN.—Greece has made a written request for mediation to the representatives of the Powers at Athens; favorable replies have been received from all the Ministers except Germany's; the Greek fleet has withdrawn from Volo Harbor, and 6,000 Turks occupy the town.

The managers of the ill-fated Charity Bazaar at Paris have received 137,500 from an unknown donor. —— Capital punishment has been abolished in Nicaragua. —— Riots occurred at the municipal elections in Spain.

DOMESTIC.—The schooner Annie E. Rudolph was sunk off Cape Cod, and the captain, the mate was sunk off Cape Cod, and the A severe and a seaman were drowned.

A severe and a seaman were drowned.

It is re-= A severe storm tried the Louisiana levees, but only one small break occurred. It is reported that Governor Taylor of Tennessee will resign. The Rev. James J. Monaghan was consecrated as Bishop of the Roman Catholic Diocese of Wilmington, Del. The revenue practice ship Chase had a collision with a schooner near Charleston last Thursday. The attendance at the Nashville Exposition for the first week was 73,500.

CITY AND SUBURBAN.—Louis F. Payn, State Superintendent of Insurance, declared for the nomination of Cornelius N. Bliss for Mayor by the Republicans. —— The saloon-keepers succeeded in evading the Raines law to a great succeeded in evading the Raines law to a great extent, and the day was far from being a dry one. — The closing services of the Trinity Parish bi-centenary celebration were held, and nearly all the pulpits of the parish were occupied by bishops. — The Central Labor Union indorsed Bishop Potter's recent remarks about labor. — The ship Frances, from San Francisco to New-York, laden with wines and oils, burned to the water's edge at Little Egg Harbor N. J.

THE WEATHER.—Forecast for to-day: Showers. The temperature yesterday: Highest, 75 degrees; lowest, 53; average, 64%.

THE SITUATION AS TO THE TARIFF. It will take some little time to arrive at an estimate of the probable revenue from the Senate Tariff bill, if adopted without change, and in offering no such estimate at this time, while publishing the data which enable men of both parties to figure it out according to their own judgment, the committee shows prudence. Obviously everything turns upon two elements which are and must remain uncertain. Every man will guess for himself how much the imports of certain goods will be reduced by a prod advance in duties, and the only the certain is that any estimate based upon the enormous importations caused by the Wilson tariff would be deceptive. Perhaps it would even be more reasonable to go back to the record of the calendar year following the enactment of the McKinley tariff, since the one proposed is in most features an approximation to the range of duties then adopted, though on important classes of goods much lower. But again, every man must guess for himself how large a part of the demand for the first year will have been anticipated by the importations before the measure becomes a law. With imports exceeding \$18,000,000 in a week at New-York alone, it is evidently not possible to form any estimate of value. Much will depend on the time taken to reach final action in the Senate, which no one can predict with much confidence.

It was stated quite recently by men of experience in the woollen goods business that at this time of year foreign manufacturers and dealers would not venture to anticipate the future course of the market to a large extent, so that imports of unusual magnitude were not probable. But the arrival of woollen goods of \$2,032,260 declared value in a single week at New-York alone seems to render that opinion not wholly trustworthy. Knowing how such goods are undervalued, one might judge that the importations of this single week at one port were equivalent to about a tenth of the entire consumption of foreign woollens in the fiscal year 1892, and with goods already here it would not take many such weeks to anticipate a year's consumption. Of wool the quantity now in the country is evidently greater than has ever been consumed of imported wool in any full year. Now that there are proposed duties on hides and tea, imports of those articles may also increase, though, owing to distance, not so quickly

as of goods drawn from European markets. It is evident that the duty on hides will be strongly resisted on the ground that it will do no real good to the cattle producers of the West, but will materially embarrass the large and rapidly increasing export trade in leather. The proposed allowance of a drawback on leather manufactured from imported hides, even if it be considered practicable, would obviously involve embarrassments and inconveniences of no small importance. The duty would yield a certain revenue, or might be made with others of like character the basis for really effective reciprocity, and it is conceivable that for this reason mainly it has received the support of some thus

THE ATLANTIC AVENUE BILL.

Mayor Wurster's approval of the Atlantic Avenue bill is not the less gratifying because from the opinions he has repeatedly expressed it was morally certain that he would sign the measure on behalf of the city if the Legislature took affirmative action upon it. The feeling of the Mayor, the other Brooklyn officials and the people of that city generally in favor of the proposed improvement is so strong that there is little likelihood Governor Black will be moved by any arguments that may be presented to him on the other side. The purpose of the measure is to remove from the surface of Atlantic-ave, the steam railroad tracks which divide a large section of the city into two parts and which have for years been a blight on a large area and a source of delay and danger. In the contemplated work the city and the Long Island Railroad Company are to co-operate, and is at stipulated that the cost to the city-which and gallantry exhibited at Fort Henry. In June considerably smaller than usual of late, and still

will, of course, become a charge on Greater New-York-shall not exceed \$1,250,000. The railroad is to be partly depressed and partly elevated. No one will dispute that it would be better if it could be placed below the surface the entire distance, but the additional cost involved renders that solution of the problem impossible.

The Commissioners appointed by Mayor Wurster to consider the question studied it carefully from all points of view, and the conclusions arrived at have commended themselves cordially to all but a handful of citizens who object to having an elevated road in front of their property. They do not seem to realize that such a road will be a great improvement on the present surface tracks. Furthermore, Atlantic-ave. is so broad that an elevated road in the middle of it will be less objectionable than in almost any other street of the city. This avenue, by the way, is a thoroughfare of great possibilities. It was laid out on a scale that may, perhaps, be described as magnificent, but the steam railroad operated on it for the last twenty years has made it little better than a desert. At last there is a chance for its salvation to be worked out, and a plan has already been formed whereby it may become a great and needed pleasure thoroughfare to the eastern border of the Borough of Brooklyn, leading to the fine roads for which the future Borough of Queens has already be-

come famous far and near. In connection with the Atlantic-ave. improvement there is another scheme of much importance. We refer to the tunnel by which it is proposed to connect the Brooklyn terminus of the Long Island Railroad with the heart of the business district of New-York City. A syndicate of capitalists was formed several weeks ago to build this tunnel, and there is no reason to doubt that the announcement then made was put forth in good faith. If the plan is carried out real tapid transit will be supplied to Long Island, as trains are to be run through the tunnel and along Atlantic-ave. by electricity, bringing Jamaica within fifteen or twenty minutes of Cortlandt-st. This undertaking is, therefore, second only in importance to the underground rapidtransit plan for Manhattan Island.

THE TORPEDO-BOAT FOOTE.

Probably many a reader of the item published recently that "Torpedo-boat No. 3 has been named the Foote in honor of Admiral Foote," regretted that such an historic name could not have been given to a more powerful ship worthy of the splendor of his achievements and the nobility of his character. But the arrangement adopted several years ago for giving names to warships leaves no opportunity for doing justice to the glorious traditions of the Navy. A cruiser of any size cannot be named after any of the Naval heroes. Yes, there's one way in which it may be done: If a city or town of the larger class should be honored with the name of Farragut, Porter, Foote, Worden, Goldsborough or any of the other fighters of the Navy, then a cruiser could be named after that city, and thus commemorate the name of a patriot. Or if the proposed Greater New-York State should be honored with the name of one of the great commanders, then a battle-ship might be named after it and thus preserve the memories of war victories in the nomenclature of the Navy. There is perhaps one exception from the present rigid absurdity in the fact that the Naval hero Decatur may have a cruiser named after him because there is a town or city of Decatur in

The naming of the new torpedo-boat recalls a part of the Naval history of the Civil War that is of intense interest. Admiral Foote was not only the "father of total abstinence in the Navy," the officer through whose influence the grog ration was abolished in 1863, and of whom the sailors sing the refrain: "He raised our pay five cents a day and stopped our grog forever." But he was the fighting Naval commander whose name was closely identified with that of General Grant early in the Civil War. In 1861 Flag Officer Foote was ordered to the command of the improvised Mississippi Squadron, a flotilia of ironclads known on the Mississippi River as "turtlebacks," which gave such good account of them- French and American navies. Nevertheless selves during the war, and fought their way through many a bloody encounter, from Fort Henry to Grand Gulf, Port Hudson and the Red River. He was assisted in organizing this squadron by James B. Eads, the Ericsson of the West. This flotilla, built under the supervision of Mr. Eads, obtained a fame in the annals of the war surpassed by no other vessels. They were river steamers plated with iron and armed with guns, and were the first gunboats that fired a shot in support of the Union. For the repairs of these vessels that were expected to control an active enemy occupying thousands of miles of navigable rivers Flag Officer Foote established a depot at Cairo, Ill. And there these vessels were not only repaired, but their stores were replenished. It was also there that General Grant established his headquarters on September 4, 1861.

It was not a pleasant duty to be an unprotected lookout on the deck of any one of these gunboats, for there were cowardly bushwhackers all along the river banks watching for a chance to pop at a "Yankee"-just as in peaceful times they had lain in wait for a coon or a wild turkey. Foote had nine of these so-called "ironclads," three wooden gunboats that had been purchased, and a lot of rafts upon which were mounted thirty-eight mortars. Upon his recommendation it was ordered that there should be a united movement of Army and Navy against the forts, and the start was made from Cairo on February 2, 1862. A simultaneous attack under the direction of Grant and Foote was made on Fort Henry on February 5, and in less than two hours the Confederates hoisted the white flag. Hence Foote was the first to remove that absurd idea that "gunboats would not prove "serviceable in Western waters, as they could "not resist the fire of heavy guns in earthworks." Just before the fight began Foote gave an illustration of his well-recognized character in an address to his command. He admonished the men to be brave and courageous, and, above all, to place their trust in Divine Providence. "Remember." said he, "that your greatest effort "should be to disable the enemy's guns, and be "sure you do not throw any ammunition away. "Every charge you fire from one of those guns "costs the Government about eight dollars. If 'your shots fall short you encourage the enemy; if they reach home you demoralize him, and get the worth of your money." Next followed the plan for a concerted attack on Fort Donelson, and when the Confederates surrendered on February 11, and the capture of city after city and stronghold after stronghold followed, it is not strange that the National amazement and gratification knew no bounds. Grant was made a major-general, but the Navy was not so generous in promoting Foote and Walker and other gallant officers under him. Island No. 10 next fell, and it was in this engagement that Foote received a serious wound. A few days afterward, about the middle of April, he relinquished active service, never again to resume it. Under date of April 10, 1862, Secretary Welles sent a dispatch to Flag Officer Foote, in recognition of the services of his command, which opened with this sentence: "A Nation's thanks are due to "you and the brave officers and men of the flo-"tilla on the Mississippi, whose labor and gal-"lantry at Island No. 10, which surrendered to 'you yesterday, have been watched with intense

'interest." On February 14, 1862, the Ohio

Legislature passed a vote of thanks to General

Grant and Flag Officer Focte for their courage

following Congress voted a resolution of thanks to the Naval commander.

THE GERMAN NAVY.

The German Emperor's unique appeal to the people for the new warships which the Reichstag would not give him calls renewed attention to the German Navy, which its imperious War Lord hopes one day to make to rival that of Great Britain. From such rivalry it is yet a long way off, and is relatively making no progress toward it. Nevertheless, for the youngest of all the important navies of Europe, it must be said to make a good showing. It displays probably more originality of design than any other, and is constantly kept in such perfect trim as no other can surpass and not all can

Nominally, the German Navy is only twenty five years old, it having originated in the purchase of the old North German Confederation's fleet by the new empire in 1872. Really it sates back to 1848, when Prussia began to build a navy with which to fight Denmark. When the first Danish war came on Prussia had one corvette, two side-wheel steamers and twenty-six small gunboats, and got handsomely thrashed by the superior Danish fleet. She was very little better off for ships in the second Danish war, and got beaten again on the sea, though she crushed Denmark on land. Having in that war acquired, by robbery from Denmark, some good naval ports, she began the formation of a more powerful fleet. She had a number of ironclads built for her in England and in France, including the König Wilhelm, which is still an effective vessel. Her navy was not, however, able to meet that of France in 1870, although the König Wilhelm was more powerful than any one ship in the French flect. Consequently the German coast was closely blockaded, to the great loss of German commerce. Some authorities have estimated that loss at \$1,000,000 a day. That is doubtless too high a figure. But the actual loss was enormous, and the Emperor's reminder of it to the German commercial world at this time is about the most effective argument he could use for securing a

bigger naval appropriation. Since the establishment of the German Imperial Navy in 1872 considerable progress has been made, and several great ship-building yards have been opened in Germany itself. The first notable addition to the navy consisted of a number of coast-defence vessels of great power. Four of these were completed before 1881, each having sixteen inches of armor and six 10.2inch guns. Attention was next paid to armed cruisers, and then to small battle-ships for service in the Baltic. Eight of the latter were built. two of them using petroleum for fuel. Finally the building of big battle-ships was undertaken. Four of these were completed between 1889 and 1892, and they are remarkable ships in their way. They have fifteen and a half inches of steel armor. Each has no less than six 11-inch guns, so arranged that all six can be fired on either side of the ship. Each has also seven torpedo tubes and a number of small guns. These ships draw less than twenty-five feet of water, and are justly considered to be most formidable, especially for service on the German coast, where the water is in many places too shallow for the larger battle-ships of the British Navy. Since 1892 many vessels of various classes

have been laid down. Two battle-ships of 11,-000 tons each will be unique, and probably of singular efficiency. They will be armed exclusively with quick-firing guns, each having four of 9.4 inches and eighteen of 6 inches calibre. Though the weight of metal in one broadside will not be as great as that of many other ships, the rapidity of fire will enable one of them to throw a greater weight of metal in a given time than any other ship affoat. All told, the German Navy, now affoat or building, comprises nineteen modern battle-ships, five old ironclads. thirteen coast-defence ships, one armored cruiser, twenty-two cruisers, nine dispatch and terpedo gunboats, eleven terpedo division boats and 139 torpedo-boats. With the exception of one torpedo-gunboat, these are all of less speed than the corresponding ships of the British, they present a creditable array and entitle Germany to rank as at least the sixth naval power of the world. But the Emperor's motto is "Aut Cæsar aut nullus," and so we may expect to see his best energies devoted to an attempt to make his navy the greatest in the world-in this day and generation a hopeless task.

MONEY AND BUSINESS.

It is hardly worth while to search the records to see when, if ever, the present imports at New-York were exceeded. Even in March, 1893, when the aggregate was over \$86,000,000 and the largest for any month, there was no week in which the value at New-York reached \$17,000,000; but last week it was \$18,382,019, and for the last two weeks \$33,168.1.0, and the Senate will probably wait long enough to see even this record surpassed. The imports of drygoods were \$5,340. 371, including over \$2,000,000 of woollen goods, \$1,000,000 each of cottons and linens, and about \$900,000 of silk. The imports of sugar were also heavy, as of wool, tobacco and hides. So the first week of May passed with an excess of imports over exports at New-York of more than \$11,000,000, and while exports from other ports are also large it is probable they have increased more at New-York than elsewhere. But it can no longer be supposed that the current balance on merchandise account favors this country. On the contrary, when the certainty that dutiable imports are enormously undervalued is taken into account, the outgo of gold seems not astonishing. Still, in one sense a loan, in another sense it is no more than will have to be paid by individuals, at one time or another, for the goods they have brought in. As all customs receipts for the same week amounted to \$6,690.491, and usually average about 40 per cent of the value of dutiable goods, it may be inferred that more than \$16,000,000 worth of such goods arrived during the week at all ports, besides other products which will probably be made dutiable.

There was no heavy selling of securities on foreign account, and for weeks there has not been enough to cause any disturbance. Attention is diverted from American stocks, though there seems to be good buying of foreign. But the delay in recovery of business here probably impresses foreign observers more than Americans who are constantly reminded that in spite of the delay there is recovery. The volume of payments through all clearing-houses in the first week of May was nearly 1 per cent more than last year, and 14.6 less than in 1892, again warranting the observation made about the April figures, that they were relatively the best for some months. When it is considered that prices of all commodities average 17.4 per cent lower than May 1, 1892, the difference in volume of business measured in value appears surprisingly smaft. Nor are prices now quite as low on the whole as they were about April 12.

Wheat gained in the week only three-quarters of a cent, and remains below 80 cents for the May option notwithstanding many speculative reports. The visible supply is indeed about 21.-000,000 bushels smaller than a year ago, but the surplus carried over last year was much greater than that quantity, and the sudden rise when the war broke out was well calculated to encourage farmers to hold as far as they could. Western receipts last week were 2,348,605 bushels, against 2,202,972 last year, and Atlantic exports were larger, 1,498,167 bushels, flour included, against 1,040,167 last year. There is also some wheat loading at Portland and San Francisco. The corn exports last week were

were 2,725,013 bushels, against 1,551,458 last year. In view of the large exports of cotton-for the week, 101,544 bales, against 49,961 last yearthe advance in price to 7.75 cents again, the price a week ago, from which it receded an eighth, appears quite natural, and it has probably surprised many foreigners to find the price in this country so little affected by floods represented as most destructive. The fertility of American fields they can understand better than the fertility of American exaggeration. Mr. Ellison's estimate also probably carries more weight abroad than here, as it is here considered rather high. The quantity which came into sight last week was only 38,614 bales, against 42,860 for the same week last year, and while some cotton was doubtless destroyed or spoiled by flood it is likely that much more was kept back from shipment for the present.

The completion of contracts for the year's supply of Mesaba ore by the Illinois Steel Company with the Minnesota Iron Company is announced, though not the price, but it is stated that good Mesaba has sold at \$2.40 at Cleveland, which may presumably imply a lower price for ore delivered at Chicago, Some non-Bessemer ore has been sold at a price close to \$2 a ton at Cleveland. The great uncertainty as to cost of material for the rest of this year operates powerfully to retard large transactions in finished products of iron and steel, and yet some heavy contracts have been made, one covering 20,000 tons for a Montreal bridge, and some others for buildings. The demand for wire and wire nails has considerably slackened, and while rail and structural works have large orders taken some time ago the new demand is disappointing. Presumably this is in part because possible buyers are anxious to delay as long as prices continue to tend downward, and Bessemer pig is now \$9 40 at Pittsburg, Grey Forge \$8 40, and common bar iron 90 cents per 100 pounds. While concessions are made below regular quotations in Eastern markets, the reduction of Southern freights also permit offerings of Southern pig at lower prices. Sales of Lake copper at 11 cents are said to be very heavy, and some tinplate works appear to be sold up for the

Shipments of boots and shoes for the first week of May were the lowest in six years, and the new business done is considerably below the average, as, buyers of men's wear are holding off even more than before, owing to indications which promise reduction in the cost of leather. In women's goods, especially in light shoes, which have advanced but 21/2 to 5 cents since last season, business is quite large, and the works have orders for some months ahead; but for men's goods the demand is small, and considerable machinery must presently stop unless it increases. There is no change in prices of leather, although it is still supposed that large transac tions are made below current quotations. Hides were selling last week at Chicago slightly better for buff and Texas, but lower for country steers. There is little new in textile manufactures, and the demand increases but slowly, while prices do not strengthen. Print cloths have again declined to 2.44, the lowest price ever touched for extras, and the sales of wool have somewhat diminished, although even now much more than

consumption if all works were fully employed. There is no important change in the money market, and the amount received from the inerior continues larger than had been expected, which renders moneyed interests here less disposed to regret continued exports of gold. The sudden engagement of \$1,000,000 for Saturday, after it was supposed that shipments had ceased for the time, and when other transactions only the previous day indicated that no exports were intended by the firm making them, probably resulted from a special order by wire. In the stock market no important change has occurred, though the average of prices is for railways 62 ents per \$100 higher than a week ago, and for trusts 92 cents.

Marquis Ito, who is presently to pass through this country on his way to the Queen's Jubilee, is to be greeted with all the consideration due to one of the foremost statesmen of the age.

In England the trained female nurse has developed such remarkable aptitudes of captivation that her invalided male patrons are no longer safe with her. She first nurses them to convalescence and then marries them, her victims making no remonstrance at the time, but generally kicking afterward. Several cases are before the British courts in which titled personages so ensnared are suing for release from the bonds which they put on under the delusion that they were garlands of roses, while they turn out to be the nets of sorceresses and sirens, more grievous to be borne than fetters of brass or adamant. So far as the sisterhood here is concerned no such complaint is registered against them. Those who have carried them off in marriage, so far as heard from, are quite satisfied, and judging from the fine appearance which they as a class present, their captors in general have the best of the bargain. England must look after the character of her own daintily gowned and aproned ministrants. For our own, they so far need no defenders, but will find plenty of them whenever they are

If disaster should befall the ship on which Mr. Bayard is returning to his kin on this side of the sea, we hope that he would find the log of the Mayflower a good life-preserver.

Let the trust smashers take heart. There has just been demolished in Paterson, N. J., a combination which had for its dastardly purpose the regulating of the price of candy and ice cream. A number of the leading dealers in those luxuries put their heads together and decided that if the trade were to be kept from utter ruin and the public protected against being poisoned by inferior articles, it was necessary to stifle competition and have a fixed scale of charges. That might have succeeded if the consumers had acquiesced. But the dealers had not taken into account the high privileges and prerogatives of committees from church fairs and the like, whose proud duty it was under the old system to go around sampling the toothsome candies and frozen milk, and ascertaining the prices. With the trust in full swing as a permanent institution that would have been out of the question, because it was part of the plan that the quality and rates should be uniform in all the stores controlled by the combination. Rebellion against the trust was inevitable, and the dealers who refused to bow their necks to its yoke were the beneficiaries. And so the trust was broken. Henceforth there shall be no bar to flerce rivalry, and the samplers are safe in the exercise of their rights. Prices and quality-and the ice ream, too, for that matter-may go to the dogs, but no one shall say that a trust can receive countenance and sustenance in the town that shelters the Great Falls of Passaic.

PERSONAL.

When the late President Grévy of France visited picture gallery he indulged in frank criticisms. I call that an execrable daub!" he exciaimed once to his personal conductor, while a sudden chill fell on the group around him. "Whose is it?" pered the President to the Minister in attendance observing that there was something wrong. The atter indicated by a gesture the eminent cohimself, whereupon M. Grévy, putting on his air of rustic joviality and cunning, stretched out his hand to the painter and cried; "In our country when we are going to buy an article we siwnys run it down." The apology was accepted, and the Presi-dential collection was enriched by another master-

"The Toledo Blade" tells this anecdote of the Rev. Dr. George T. Dowling, Episcopal, of that city, who used to be a Baptist minister. He was in Atlanta, Ga., not long after he joined the Epis-copal Church, and happened to meet a Baptist min-ister, who somewhat bewalled the fact of the loss

can keep such men as Dr. Behrends, Dr. Moxom and yourself from jumping over the fence?"
"I am sure I can't tell," said Dr. Dowling with a twinkle in his eye, "unless you make your denomination void of offence."

Olivier de Penne, the French painter of animals and hunting scenes, who died the other day at the age of sixty-five, was a man of extraordinary en ergy, and spent much of his time in painting, hunting and lavish entertainment of his neighbors. For many years he was the mainspring of gayety at Barbizon, Marlotte, Gretz and Montigny, all of em artists' villages. His house was open at all ours to all painters, and he himself was equally ady for serious talk, festivity, dancing or duelig. He appears in Robert Louis Stevenson's short says on Fontainebleau. He is the original of that ely portrait in "Forest Notes" which depicts he great, the famous, the redoubtable Blank."

A brass mural tablet has been placed in Houston Hall, University of Pennsylvania, in memory of "Win" Osgood, the University football player who was killed in Cuba. The inscription is as follows:

> IN MEMORIAM. WINCHESTER PANA OSGOOD, C. E., Chart of 1894. Born April 12, 1870.

Killed October 18, 1896, during the slege of Guamaro, while serving as Chief of Artillery in the Cuban Army, ONE OF FREEDOM'S HEROES. "Truth, Purity, Justice and Honor have need of Just such examples to win for them all the world as willing followers."

Webster Davis, of Kansas City, the newly appointed Assistant Secretary of the Interior, is said be the youngest man who has ever held the post for which he has been nominated. He is in his for which he has been nominated. He is in his thirty-fifth year. He has served as Mayor of Kansas City, having been elected by \$,000 majority, and after a successful administration was a candidate for the Republican nomination for Governor of the State. He has taken part in all campaigns for a number of years in Missouri, and is considered one of the most effective campaigners in the Republican ranks in the State.

The centenary of the consecration of Bishop Bass, Massachusetts, which was celebrated last eck, recalls some anecdotes of the Bishop. He refused to live in Dorchester, because the brooks here were "not large enough for Bass to swim in." there were "not large enough for Bass to swim in."

His first marriage displeased his parishioners, whereupon he preached to them a sermon from the text. "They wil slay me for my wife's sake." His parishioners would often get in arrears with his salary, which never was more than \$500. When the treasury was so low as to become hopeless, they would call upon him and ask what they should do. "Well, well," he would say, "let it go; I'll release you, and we will begin again."

THE TALK OF THE DAY.

It was on his way to the battlefield of Pharsalia that Cosar uttered the famous saying to the fishermen. He had come down to Brindist to cross to Dyrrachium, and, finding no galley, commanded the owner of a small sailing boat to put him across the Adriatic. On the voyage a violent storm occurred, and even the experienced mariness were terrified; but the great captain said; "Have no fear! You carry Cæsar and his fortunes!"

Unexpectedly humorous reading is provided by the report of the Intermediate Education Board for Ireland, published yesterday. Perhaps the gem of the collection of buils and blunders furnished by the examiners is the answer that "Milton's poem, which is modelled after the Greek, is 'Sampson's Agnostics.'" Poor Milton was also described as an "irreligious and licentious poet, who passed his time between the theatre and the workshop," while his principal prose works were stated by a third candidate to be "Paradise Lost," "Paradise Regained" and "Paradise and the Peri!"—(London Globe.

The railway companies of Great Britain carried 930,000,000 passengers in 1895, of whom 386 were killed. During the same year, in the city of London alone, 586 persons were killed by falling from buildings or out of windows.

An Impression,—"Did that lawyer get a clear view of the case?" inquired the litigant's friend.
"No; I'm afraid he didn't. I told him that my trouble was about money, and he seemed to be proceeding on the theory that by relieving me of my money he would cause the trouble to disapmy money he would can pear."-(Washington Star. A "floating church" has just been built in the

English fen country. The parish of Holme, in the diocese of Ely, has, in consequence of the drainage of the fens, especially the famous Whittlesea Mere, extended itself that about half the population are practically out of reach of their parish church. To assist him in getting at these outside parish oners, the vicar is trying the experiment of using a kind of houseboat, which can be moved from point to point on the large fen dyke, or canalized river, surrounding three-fourths of the parish.

It is not every great man who carries his honors as meekly as the Mayor of Inverness, who rebuked an admiring crowd in the words: "Fr'ens, I'm Just a mortal man like yersels." Sir Wilfrid Lawson tells the following story: "A woman was once pursuing her fugitive cow down a lane, when she called out to some one in front: 'Man, turn my cow.' The man took no notice and allowed the cow to pass, When she came up she said; 'Man, why did you not turn my cow.'' He replied: 'Woman, I am not a man; I am a magistrate.' "—(Household Words.

Canada to the New-England States has assumed enormous proportions in recent years, and shows no signs of diminution. The French population of the Province of Quebec is 1,200,000, whill to the census of 1890, the number of French Canadians and persons of Canadian extraction in the United States was \$40,000. The late M. Mercier predicted that by 1310 there would be more French Canadians by birth and descent in the United States than in Canada.

A Short Cut.—"Mr. Priggs is a very ordinary sort f man," remarked the candid observer. "Undoubtedly," replied Senator Sorghum, "While Mr. Diggs is exceptionally brainy,"

yet Priggs has succeeded and Diggs has "And yet Friggs has succeeded and Diggs has failed. How do you account for it?"
"Eastly enough," replied Senator Sorghum.
"Diggs put in his time trying to learn more than other people, while Priggs devoted himself to convincing them that he already knew it."—(Wash-

A. R. Dodge, of Dexter, Me., tells this story; The other day, coming down Maple-st., I saw a og strike across lots from Park-st. Some animal was in pursuit. At first I thought it was another log; then it looked like a large cat; ultimately saw that it was a fox. The dog was putting in his best licks, yelping like mad, and the fox was hot on his trail. With a final long-drawn howl, the dog reached the piazza of his master's house, and from that vantage ground sat down to watch his pursuer. The fox stationed himself about six or eight feet away, and the two sat eying each other for some time. Finally the door opened, and the dog slipped inside. Then the shed door was cautiously epened, and by the aid of the neighbors the fox was driven into the shed and is now a captive."

Art Dealer—The perspective is very fine. You'll observe how it removes objects in the background to a wonderful distance.

Connoisser—If it could only remove the objects in the foreground to a wonderful distance, don't you think the picture would come nearer to perfection?—(Boston Transcript.

At the annual meeting of the Telegraphic Historical Society of the United States in Washington the other day William B. Wilson, of Philadelphia, was elected president for the ensuing year. During the course of the meeting Secretary Maynard laid before the society a copy of the first telegram sent over the wire west of the Alleghany Mountains The message was from Adjutant-General G. W. Bowman to President Polk, General Bowman was at that time (December 29, 1846) at Pittsburg, organizing the 2d Regiment of Pennsylvania Volun teers gathered there for service in the Mexican

It should be a source of some consolation to the hop-raisers of this section, even while they are in distress from their continued misfortunes, that the hops they raise are now considered superior to any others grown in America. Pacific Coast hops are now quoted a cent or more above the New-York product. The Oregon hops have a trifling advantage over those raised in these valleys, but that is not because they are of better quality, but because they present a better appearance.—(Chehalis Nugget.

No one is allowed to stand in an open car in Ros ton. This is a rule that ought to be enforced in

Well Named.—"The month of May is very appropriately named," remarked the youth to his friend.

iend.
"In what regard?"
"Because its weather is so uncertain."
"How does the name May apply to uncertain "Well, it may be hot or it may be cold; it may be wet or it may be dry."—(Pittsburg Chronicle.

The World's Student Conference will be held at Northfield, Mass., from June 25 to July 4.

"What in the name of Jupiter did you sew up the pockets in my overcont for this morning?"
"Dearest, that letter I gave you to post was ve important, and I intended to make sure you carri It in your hand,"—(Strand Magazine,

MUSICAL COMMENT.

MR. VAN DER STUCKEN IN CINCINNATI-THE ORCHESTRA AND COLLEGE OF MUSIC-A CHILDREN'S FESTIVAL.

Ever since the biennial music festivals were established in Cincinnati by Theodore Thomas The Tribune has deemed the musical activities of

that city worthy of attention. This means that

the musical history of Cincinnati has been watched

by the editors of this journal for nearly twenty. five years, for the first festival was held in 1871. Nineteen years ago, when the Music Hall was built and provided with its great organ, and the College of Music was founded, it did not seem likely that any city outside New-York and Boston would ever be looked upon as a rival to what was then still proudly called the Queen City of the West Her citizens are loath to believe that the old an premacy has departed in any degree, and have frequently taken The Tribune's record of decay in the artistic value of the festivals in high dudgeon, Nothing an be conceived more grievous to a muical Cincinnatian than to be told that provincial festivals are given not only in New-England but within a few hours' ride of Cincinnati every year which outshine the local affairs in the one factor contributed by the city-the chorus. He will not believe it because he has never heard of the other festivals and is ignorant of the tremendous impetus given to musical culture by the festivals which he has enjoyed. There may be an amiable element in this trait of character, but the trait itself is responsible for the decay, which a liberal observer and an honest chronicler is bo record. Recently some changes in the faculty of the College of Music were decided upon. The local reporter for the Associated Press thought the matter of large importance, and sent the news throughout the country. Then it developed that the teachers who were to leave the service of the college were true representatives of the Cincinnati spirit. They are convinced that their presence gave the institution all the prestige which it enjoys, and that they will only have to open rooms for private instruction to carry their classes with them out of the college walls. Yet the fact is that while the college is known all over the country the teachers are of local reputation only. This is not said in their disparagement; what is true of the College of Music of Cincinnati is also true of the majority of the music schools in all countries. The reputations of musical pedagogues is not widespread,

But it was not to tell of decay, but of growth, that these notes, based on a study of affairs made last week on the ground, were begun. Within the last few years there has been a revival of some thing like the oldtime spirit of enterprise and pride which gave the city so much celebrity. The manifestation has not been so imposing as that of twenty years ago, but it has been just as sincere, and mayhap will result in something more enduring and valuable than the festivals. For three years Cincinnati has had its own orchestral concerts. The movement which has had this outcome s old, but until it was taken in hand by the forces that have thus far carried it to success it was little else than a pious and earnest wish on the part of the real music-lovers of the city. Prior to the establishment of the College of Music, the orchestral concerts were sporadic affairs, three or four in a season, given by the local musicians, supplemented by one or two which Mr. Thomas provided on his peripatetics. In 1877, when popular enthusiasm had been fired by the success of the first two festivals and the Music Hall was in process of building, Mr. Thomas found sufficient encouragement to give a series of summer-night concerts at one of the hilltop resorts, such as he used to give in the Central Park and Madison Square gardens. Through these concerts the desire r a permanent orchestra was newly aroused, and a plan was set on foot which was shipwrecked, as so many beautiful plans have been, on the rock of local fealousies. When Mr. Thomas came to be director of the College of Music he organized an orchestra and gave a series of concerts, but with his departure matters reverted to something like the old state of affairs, though the College of Music tried to maintain the meetings, under the direction of one and another of the college professors. The results were not satisfactory, however, and the enterprise languished until it was taken up by the Ladies' Musical Club three years ago. Where the men had so often failed the women triumphed. They secured the co-operation of a number of public-spirited citizens and raised a subscription fund which seemed to justify the establishment of an orchestra on a quasi-permanent basis. A long hunt for a conductor followed; it proved vain, and the first series of concerts was given under the direction of three different conductors-Mr. Seidl, Mr. Schradieck and Mr. Van der Stucken. The last had been offered an engagement, but did not accept. The next year he was sought out again, and this time he gave consent, and a contract was signed for a term of six years last two seasons he has given twenty afternoon and twenty evening concerts, and has built up an orchestra of which the knowing speak with enthusiasm. The work has been accompanied with difficulties of all kinds, some of which are not yet overcome, for Mr. Van der Stucken became involved with the trades-union which the musicians maintain, not only by bringing musicians from abroad, but also by taking them to Cincinnati from New-York. One result was to cause a division in the local union; another, that Mr. Van der Stucken has been summoned to answer charges before the Musical Mutual Protective Union of New-York.

Cincinnati Symphony Orchestra consists of from fifty-seven to sixty players. Of these fifteen are salaried men, and the remainder play at the twenty concerts per season at union rates, it being understood that the concerts of the organization have precedence over all other engagements. The management is in the hands of a Board of Directors composed of women, back of whom are a number of wealthy and public-spirited men, who signed the guarantees which made the orchestra possible. The women have secured annual contributlons ranging from \$250 per annum down to a small sum, and these subscriptions, supplemented with the money received for the sale of tickets form the fund which is devoted to the maintenance of the orchestra. The sales last year amounted to \$19,000. The expenses in the first season under Mr. Van der Stucken's directorship were \$26,000; last season they were \$30,000, the band being increased when the concert-room was changed from the opera house to the Music Hall. In order that this change might be effected, one of the friends of the enterprise, Mr. Frederick H. Alms, guaranteed an additional sale of 1,500 tickets. On this guarantee he has been assessed this year, but he is undismayed and undaunted, like his associates, of whom the leading spirit is Mr. Jacob Schmidlapp.

When it became apparent that the sales and subscriptions were not likely to cover the expenses of the organization next year, Mrs. Nicholas Longworth offered a new subscription of \$500 a year for four years, provided nine others would do the same; seven had come forward up to last Friday. Thus the orchestra has been successful both artistically and financially, the loss to Mr. Thomas's enterprise in Chicago being larger each year than the entire cost of maintaining the Cincinnati Orchestra. The may be read in the following list of symphonics. symphonic poems, suites and overtures played in the season just ended:

Symphonies: Tschalkowsky, No. 4: Beethoven, Nos. 5 and 6; Sgambati, in D; Haydn, in C; Mozart, 'Jupiter"; Syendsen, in D; Brahms, in F, and Ber lioz, "Fantastique." Symphonic poems: Dvorak, "The Noon Witch," and Liszt, "Orpheus." Suites: Mendelssohn, "Midsummer Night's Dream"; Bach Prelude, Chorale and Fugue; Saint-Saëns, "Algeri-enne"; Massenet, Ballet, "Le Cid." Overtures: Wagner, "Die Meistersinger," "Rienzi." "Tannhauser" and "Flying Dutchman" Benoit, "Charlotte Corday"; Berlioz, "King Lear"! Beethoven, "Coriolan" and "Leonore No. 3"; Tschal kowsky, "Romeo and Juliet."

To bring Mr. Van der Stucken to Cincinnati it was necessary to pay him more than the orchestre association could afford to pay unaided. The gentiemen who are backing the ladies therefore secured him a place also at the College of Music There at first he was to be merely a professor of instrumental ensemble, but after a year the pla of dean of the faculty was created for him, and he assumed the artistic direction of the college. Unfortunately, there has been a great falling off in attendance within the last few years. There are now about four hundred students, whereas the number in the past has reached as high as nine hundred. This large decrease in revenue compelled the introduction of reforms. Mr. Van der Stucken's friends in New-York know that he is generally forceful in making demands, and that the in modo principle has little hold upon him. The college has a revenue from endowments of \$7.000 a year, but of this sum \$6,000 was swallowed up by ground rents, leaving but \$1.000 to be applied to the